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AMUSEMENTS THIS EVENING.

BOWERY THEATRE, Bowery—LOLA MONTES—BOWERY THEATRE.

BROADWAY THEATRE, Broadway—GUY RAVENING—POPPING THE QUESTION.

NIBLO'S GARDEN—LA SYMPHONIE.

NATIONAL THEATRE, Chambers street—RUBY BODY—WHO STOLE THE PEACOCK?

THEATRE, Chambers street—RUBY BODY—WHO STOLE THE PEACOCK?

LYCUM THEATRE, Broadway—MR. AND MRS. PETER WHITE—DEVIL IN PARIS—RICHARD THE THIRD TO KILL.

AMERICAN MUSEUM—AMERICAN MUSEUM—AMERICAN MUSEUM.

CHRISTY'S OPERA HOUSE—NIBLO'S MINSTRELS.

WOOD'S MINSTRELS, Wood's Musical Hall, 414 Broadway—ETHIOPIAN MINSTRELS.

DOUBLE SHEET.

New York, Tuesday, May 4, 1852.

The News.

We are sorry to learn from Washington, that the venerable Henry Clay is rapidly declining. Aware of his close proximity to another world, it is said he has sent for his family, in order that he may have the melancholy satisfaction of giving them his parting benediction.

In connection with many other interesting paragraphs, our special Washington correspondent remarks that Chevalier Hulsemann left Washington yesterday, with the intention of immediately sailing for Europe. A rumor is said to be abroad that he left a letter insinuating Secretary Webster, but landing President Fillmore. It cannot be possible that this is true. A report is also current that the democrats in the National Convention will finally unite upon Senator R. King, of Alabama, for President, and ex-Senator D. S. Dickinson, of this State, for Vice President. How would the baraburns sell this ticket?

Mr. Musk made a most convincing speech in the United States Senate yesterday, in favor of extending additional aid to the Collins line of steamships. He examined the subject in all its details, and concluded that, as means of defence in time of war, as sources of postal revenue, as objects of national pride, and as an act of downright humanity to the travelling public, these vessels ought certainly to be maintained, and kept upon the route between this country and England. These steamers commend themselves for their strength and durability, as well as their unprecedented speed. He was opposed to the cheap plan of building vessels—a plan which, he said, had made more widows since the Mexican war than were made by that war. In connection with this matter we give a table in another column, showing the performances of the Collins and Cunard steamers since last September. Let all who take an interest in steam navigation examine the figures.

Quite an interesting little dialogue sprang up in the Senate yesterday, between Mr. Jones, the Tennessee whig, and Mr. Hale, the great New Hampshire free soiler. Mr. J. wished to have read a second time a bill granting a pension to a faithful old negro, who served in the war of the revolution. Mr. H. objected, and there arose some pretty sharp words. Had this bill been for the rendering of assistance to slaves to escape from their masters, Mr. Hale would, most unquestionably, have strongly advocated its passage. But, as it was simply for the benefit of a poor, honest and decrepit, but free, negro, he could not consent to it. This is about as far as the general action of the abolitionists. They will fraternize with runaway slaves; but those negroes who were born free, or have been manumitted, must keep out of the way, and get along as best they can.

The Senate engrossed the bill granting land to Wisconsin, to aid in the construction of railroads between Jonesville and Fond du Lac, and the Mississippi river and Milwaukee. If these roads, and also the proposed ship canal around St. Mary's falls, are ever completed, they will open to the channels of trade a vast region of country, abounding in mineral and vegetable resources. At the present time, however, a large portion of the territory of both Michigan and Wisconsin, is in the hands of greedy speculators, who desire to enrich themselves through the internal improvements authorized by the government. By proving the passage of bills in Congress, making extensive donations of railroad and other purposes, these speculators will be enabled to dispose of their lands at exorbitant prices. Both Illinois and Indiana were for many years overrun and kept back by this class of drones; but now they have nearly all given way to the working classes, and the consequence is that those States are fast shooting ahead. Nearly all these railroad land bills are in reality destined for the immediate benefit of the speculators, but they may, eventually result to the advantage of the agriculturists and manufacturers.

Resolutions from the Massachusetts Legislature, in favor of cheap ocean postage, were yesterday presented in the Senate. The arguments in support of a reduction of the present postal rates on the ocean, are sound and substantial. It is an undeniable fact, that the reduction of our inland postage has greatly swelled, instead of having diminished, the receipts of the department. By giving cheap facilities for correspondence, people were rationally invited to hold more general intercourse with their friends at a distance. It opened the door to thought. The poor, as well as the rich, willingly and gladly pay three cents for a letter, which will afford to pay twenty-five cents for one. Twenty letters now go, in all directions, where one formerly went and there is no doubt whatever, that should the inland rates on letters be cut down to one cent, and newspapers be transmitted free, the receipts would still yield a handsome profit. This being the case, why not reduce the price of ocean postage from twenty-four cents per half ounce to three cents, at the most. It is quite certain that parcels can't be transmitted at about as cheap a rate in steam and sailing vessels as they can upon railroads, steamboats and stages. Let Congressmen think of this.

The House of Representatives appears to have been almost wholly engaged yesterday in parcelling out work to the several committees. Some discussion took place on the Senate resolution, cutting off the pay of any territorial officer who shall absent himself from his post, without sufficient cause. As this resolution is intended to directly affect the case of the Judges who found it convenient to suddenly absent themselves from the Mormon settlements in Utah, several honorable gentlemen could not resist the temptation to speak, and give vent to their feelings pro and con. A debate also sprang up with regard to the French spoliation bill, and at the adjournment the subject was not disposed of. Bills were passed for the relief of Lieutenant Hunter, and granting a pension to Jane Irwin, daughter of Colonel Irwin, a revolutionary patriot.

A despatch from Charleston announces that the H. R. Barnwell Rhett has resigned his seat in the United States Senate. On reviewing this gen-

man's somewhat curious conduct, together with the Convention, this step of the South Carolina good Christian, he is not surprising. Being a C.; and being so, could not conveniently fight Mr. Rhett, by an ultra-secessionist, he could not cover himself in his seat, the decision of the Convention—that it was inexpedient, at the present time, to secede from the Union." Mr. Rhett will now probably retire, and quietly watch the action of the Baltimore Convention.

From Albany we learn that Scott's stock is rapidly rising in the western part of this State. It is said that three-fourths of our State delegates will go for the General in the national convention. Late advices from Hayti announce that much sickness was prevailing among the shipping at Port au Prince. All business was to be suspended from the 15th to the 28th of April, on account of the coronation of Faustin.

Nearly six thousand freemen, fully equipped and ready for action, are reported to have been in the procession at Philadelphia yesterday. In addition to the sixty-nine Philadelphia companies, there were some twenty-five visiting companies; and the display, altogether, is represented as having been one of the most magnificent affairs of the kind ever witnessed. The members of the different associations attended dinners, balls, &c., during the evening, and doubtless enjoyed themselves to the utmost.

Several persons were seriously injured by the falling of the seats at a monerger in Albany last evening. In the Board of Aldermen—who commenced their May session yesterday evening—the ordinance in relation to the sprinkling of the streets, together with the amendment of the Board of Assistant Aldermen, was concurred in. There was no other business of any great importance transacted. Full details of the movements, speeches, &c., of Kosuth will be found in our columns this morning, together with a vast amount of other reading, of a varied and interesting character. See the inside pages of this sheet.

The Administration and our Foreign Relations.

Our foreign relations, it is now universally admitted, constitute a highly important branch of the practical duties of the administration. To the executive department is assigned the authority of negotiating treaties; of enforcing treaty stipulations; and of seeing not only that "the laws are faithfully executed," but that our flag—the rights of our commerce, and the rights of our citizens—are respected in every quarter of the world. Our country stands, at this moment, in every element of internal strength, energy, resources, high civilization, and unbounded prosperity, incomparably the greatest nation of the earth. It has become, then, the paramount duty of our government to pursue a firm, positive, and decisive policy in the conduct of our foreign affairs—a policy which will enforce the observance of good faith towards us, or promptly punish every wanton infringement of written law or established usage—a policy which will vigilantly seize upon every available opportunity for extending and enlarging our commercial facilities with other nations—a policy which will impress upon every people with whom we are brought into contact, over the whole surface of the globe, a proper sense of the advantages of our friendship, and also of the dangers of our displeasure. Now, let us see how the practice of the cabinet will square with these simple elementary principles of our foreign policy.

It has been claimed, from time to time, by the organs of the administration, that in its management of our foreign affairs it has exhibited a degree of ability, dignity, prudence, courage, and steadfast consistency, unprecedented in the history of the government. The laudations expended upon Mr. Webster, in reference to his Hulsemann correspondence, have been scarcely less extravagant than the praises bestowed upon the President in reference to Spain and Cuba. Judging, indeed, from the general applause of the whig press, it would seem that Mr. Fillmore and his cabinet have left nothing undone which it was proper to do, and have done nothing in our international relations which was not exactly proper and exactly in season. They have contrived to maintain our pre-existing relations of peace in all quarters, without any very glaring concessions or humiliations; and this, it is concluded, comprehends the Alpha and Omega, the beginning and the end, of sound diplomacy. A few specific facts, however, are worth whole volumes of empty clap-trap, as we shall proceed to show.

It is notorious that the domestic and foreign affairs of Central America have been for several years past in a state of inexplicable confusion. It was hoped, however, and it was promised, that the Clayton and Bulwer treaty would prove a satisfactory extinguisher to the pretensions of the British government, and the officious intermeddling of Britain, in the affairs of the Mosquito coast and Nicaragua; and that, for the future, the other States of Central America should cease to be troubled with such busy-bodies as Chetfield, and all other intermeddling agents, scheming for the establishment of British supremacy in those countries. The treaty goes into effect. The Mosquito coast is understood to form a part of the State of Nicaragua. And yet an American merchant steamer is compelled, under the guns of a British vessel of war, to pay tribute to Mr. James Green, a consul of Her Britannic Majesty, acting under her authority, and in behalf of his majesty the King of Mosquito, as mayor domo of San Juan. This glaring outrage could not, of course, be overlooked. An explanation was demanded, and an apology was made by the British government; but, in the meantime, and as far as we can understand it, up to the present time, the port charges established at San Juan, by Mr. James Green, acting for the King of Mosquito, are still exacted of American vessels, and paid, according to instructions to the commander of our home squadron. The authority under which this tribute is collected is clearly disavowed in the treaty; yet, for the sake of peace, it is recognized by our cabinet, until the matter can be more definitely arranged by future negotiations. In other words, the lawless intermeddling of British agents, upon the most lawless and audacious pretensions, having rendered an existing treaty a practical nullity, Mr. Fillmore and Mr. Webster agree, as the safest alternative, to proceed to patch up another. We are gravely informed, through Mr. Webster's special Wall street organ, that "inquiries have been despatched to Mr. Kerr, our Charge d' Affaires at Nicaragua, requesting him to lay before the supreme dictator of that republic the views entertained by our government in regard to an amicable arrangement of all the territorial questions in dispute between Costa Rica and Nicaragua, and of a final adjustment of our protracted controversy with England in regard to the boundaries of the Mosquito coast."

This settling of the "boundaries of the Mosquito coast" wears a rather suspicious complexion. Is it admitted, or is it to be admitted, that England has any right, title, or sovereignty over the Mosquito coast, or any admissible claims of jurisdiction over any of the States or territories of Central America? We seriously have our misgivings of the capacity of Mr. Webster to do full justice to the doctrine of non-intervention—the old Monroe doctrine—in this business. We apprehend, from what has been admitted and conceded, that Mr. Webster has too much respect for the power and prestige of England, too much deference to British assumptions, and too little of that Jacksonian moral courage, which, having taken its position firmly upon the true American ground, "assumes the responsibility" to stand by it and maintain it. But whatever may be the result, the diplomacy of the administration, upon the affairs of Central America, has thus far been a series of great blunders, the consequence of indecision, timidity, and constant truckling to British audacity.

Turning to Mexico, we find our international concerns with that government equally loose, confused, and unpromising. From neglect to carry out the

Indian stipulations of the treaty of Guadalupe Hidalgo, we shall probably have to indemnify Mexico to the extent of several millions of dollars. The Toluantepec treaty, it appears, notwithstanding the whole power of the cabinet has been brought to bear upon it, even to the arrest of Capt. Jonas P. Levy, for writing to President Arista in favor of another project, and notwithstanding all the high expectations of Mr. Webster, has been unanimously rejected by the Mexican Congress. This may be no fault of our cabinet; but the result shows how completely ignorant they have been of the sentiments of the Mexican government. The rejection of the treaty will be no serious loss to the country, but it is a very serious reflection upon the influence of our cabinet in Mexico. The recent outrages upon American citizens by the local, civil, and military authorities of Acapulco, and open insult to indirect injury; and as if designed to express, in the most gross and forcible manner, the hatred and contempt of Mexico and the Mexicans for the "cursed Yankees" and their present feeble administration. Why do we never hear of such outrages committed upon British subjects? Simply because Great Britain protects them—because the British lion walks by the side of the humblest one of them; whether in Acapulco, or St. Petersburg, or Jerusalem, or Chinese Tartary, he is safe. We have the same power to enforce the same universal respect of the American citizen; and yet even the miserable Mexicans have learned to practise their extortions and insults upon the "cursed Yankees" with perfect impunity. Possibly the late barbarous proceedings at Acapulco may lead to a satisfactory diplomatic correspondence on the subject; but a vessel of war upon the spot, and the summary punishment of the offending parties, can hardly be expected. In the end, our affairs with Mexico will most likely be turned over to the next administration, more complicated and confused than ever.

Passing over, for the present, the question of the responsibility of the late filibustering expeditions into Cuba; passing over the questionable policy of Mr. Webster in reference to Hayti, and the unequalled and impolitic indifference to the splendid openings for commercial reciprocity in South America; and turning our attention to the Old World, we are equally mortified at the want of that moral power which should belong to the very name of our country abroad; a moral power which a large and masterly management of our foreign affairs could not fail to establish everywhere. At the ancient city of Athens, where St. Paul boldly proclaimed "the unknown God," some eighteen hundred years ago, we find that an American citizen, an American consul, has been lately arrested and imprisoned, upon the heinous charge of having preached the doctrines of the New Testament in his own house. In becoming a missionary he became a criminal; and though a consul, and an American, he is tried and thrust into prison. Many of our readers will remember the Greek revolution, of nearly thirty years ago, and the enthusiasm which was excited in the United States in the Greek cause. In Congress, Mr. Clay and Mr. Webster immortalized themselves in this cause of liberty; and even at this day, the Secretary of State quotes his speeches of that remote epoch, as expressive of his practical views of the doctrine of intervention. Money, provisions, arms, munitions, and clothing were raised; and ships freighted with these supplies were despatched from the port of New York, to aid the Greeks in their desperate struggle for independence. "The Greeks," said John Randolph, "the Greeks, Mr. Speaker, the Greeks are at your door." He had no great faith in the Greeks. The sequel proves his foresight, when our "material, political, and financial aid" is thus forgotten; and Mr. Webster, the great American champion of Greek independence in 1824, is, in 1852, mocked and insulted by the imprisonment of his subordinate officer in the Greek capital, for presuming to preach the doctrines of Christianity in his own apartments. Such is the recompense we receive for active intervention in the liberation of Greece; possibly we might fare no better in the liberation of Hungary.

Now, is it not high time that all "outside barbarians," who, in their outrages upon American citizens, presume upon the feebleness, neglect, or indifference of our government, as their exemption against punishment—is it not high time that they should be convinced that such doings will no longer be permitted with impunity? But the tone and standard of our diplomacy with England, first of all, should be elevated. We should stand, at least, as the equal, in our negotiations, and not as the inferior, of the haughtiest power of the earth. She should be made to understand the true interpretation of the principle of non-intervention, in reference to Central America. Next, our relations with Mexico should be straightened up, if possible, and her coast guard reduced to good behavior, without delay. And, if a ship could be spared from the lazy home squadron, or the Japan expedition, it might be of service at this juncture among the Greeks.

In conclusion, upon looking over the whole field of our diplomatic affairs, we discover that so much has been neglected, so much entirely overlooked, that there has been so much patching, and bungling, and blundering, and that there is so much unfinished business on hand, in Central America, Mexico, South America, Hayti, and Greece, that we are surprised at Mr. Webster posting off to Marshfield so early in the season. Does he intend to transmit all this unfinished business as a precious legacy to his successor? or does he abandon the task in despair? or does he desire to see how the land lies to the northward on the presidential question? Whatever may be his purposes or expectations, neither he nor President Fillmore can hope for any political capital upon their management of our foreign affairs for the last two years. In their hands our policy of non-intervention has degenerated into imbecility; our flag has been insulted, our citizens outraged, and our government disgraced. What says Mr. Webster? The time is short; but there is yet time for action; bold, practical, firm, decisive, and efficient action. But let us have no more patching, no more evasions, no more delay.

RECKLESSNESS OF OMNIBUS DRIVERS.—This is an evil which has been allowed to go unchecked, and now requires the exercise of vigorous measures to control. We constantly hear of pedestrians being run over in the streets by stages, through the want of reasonable vigilance on the part of the drivers. They do not seem to have any regard for the safety of those who venture to cross the street; they drive recklessly round corners, through the midst of crowds, without leaving them time to get out of the way, or giving the necessary warning; and the consequence is, the perpetual recurrence of sad and fatal accidents, for which, in most instances, they who caused them are permitted to go unpunished. In none of the cities in Europe are so many pedestrians killed, as in this city. A regular system of police is established, rules for the public safety laid down to drivers of cabs and omnibuses, and any deviation from, or disregard of these rules, brings down severe penalties on the offending parties. They are compelled to drive at a moderate and uniform pace, to go slowly in turning the corners of streets, and at the same time to give a peculiar warning to pedestrians. In this city, where even greater precautions are necessary, from the crowded streets and the obstructions of new buildings, there are none at all taken to guard against accidents of this nature. The omnibus drivers seem to care nothing for the safety of pedestrians, do not slack their pace in turning the corners of streets, give no warning, and very often, when any person is injured, turn round and laugh at it as a capital joke.

The insolence and recklessness of omnibus and hack drivers is every day increasing by their immunity from punishment; and some attempt should be made by the proper authorities to apply an efficient remedy to the evil, and to put an end to those accidents, which occur every day, of women and children being knocked down in the streets, driven over, and murdered, through the culpable negligence of ruffianly drivers.

OCEAN STEAM NAVIGATION.

We give below a table showing the time taken by each steamship of the Collins and Cunard lines, for the performance of each trip to and from New York and Boston, since last September up to the latest date. It will be seen that the Collins line has maintained the ascendancy over their outward and homeward trips. About a year ago we used to count the difference between the steamers of each line with hours; now it has come to days. It is a very extraordinary fact that the mails by the America, which left Liverpool for Boston on the 3d of April, arrived in Washington at the same time with the mails brought by the Arctic, which left Liverpool for New York on the 7th of April, four days after:—

COLLINS LINE OF STEAMSHIPS.

Liverpool.		New York.		D. H.	
Atlantic, Sept.	1 P. M.	Sept. 28,	7 1/2 A. M.	10 1/2	
Atlantic, Oct.	1 P. M.	Oct. 15,	6 1/2 A. M.	13 1/2	
Atlantic, Nov.	1 P. M.	Nov. 23,	1 1/2 P. M.	11 1/2	
Atlantic, Dec.	1 P. M.	Dec. 7,	9 P. M.	11 1/2	
Atlantic, Jan.	1 P. M.	Jan. 4,	4 P. M.	10 1/2	
Atlantic, Feb.	1 P. M.	Feb. 21,	6 1/2 A. M.	13 1/2	
Atlantic, Mar.	1 P. M.	Mar. 26,	9 A. M.	14 1/2	
Atlantic, Apr.	1 P. M.	Apr. 5,	8 1/2 A. M.	11 1/2	
Atlantic, May	1 P. M.	May 18,	6 1/2 A. M.	11 1/2	
Atlantic, June	1 P. M.	June 1,	8 1/2 A. M.	11 1/2	
Atlantic, July	1 P. M.	July 15,	6 1/2 A. M.	10 1/2	
Atlantic, Aug.	1 P. M.	Aug. 18,	6 1/2 A. M.	11 1/2	
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Atlantic, Dec.	1 P. M.	Dec. 7,	9 P. M.	11 1/2	
Atlantic, Jan.	1 P. M.	Jan. 4,	4 P. M.	10 1/2	
Atlantic, Feb.	1 P. M.	Feb. 21,	6 1/2 A. M.	13 1/2	
Atlantic, Mar.	1 P. M.	Mar. 26,	9 A. M.	14 1/2	
Atlantic, Apr.	1 P. M.	Apr. 5,	8 1/2 A. M.	11 1/2	
Atlantic, May	1 P. M.	May 18,	6 1/2 A. M.	11 1/2	
Atlantic, June	1 P. M.	June 1,	8 1/2 A. M.	11 1/2	
Atlantic, July	1 P. M.	July 15,	6 1/2 A. M.	10 1/2	
Atlantic, Aug.	1 P. M.	Aug. 18,	6 1/2 A. M.	11 1/2	
Atlantic, Sept.	1 P. M.	Sept. 1,	6 1/2 A. M.	11 1/2	
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